

"And a Box of Ivory Soap, Please."

The better the store, the greater, proportionately, is the sale of Ivory Soap.

To illustrate: In a certain store in New York which has almost a monopoly of the trade of the wealthiest people of that city, Ivory Soap is usually sold, not by the cake or quarter's worth, but by the box.

And it is used, not only for the bath and in the laundry, but for the toilet as well.

There is no "free" (uncombined) alkali in Ivory Soap. That is why it will not injure the finest fabric or the most delicate skin.



Ivory Soap It Floats

AVER DOWIE GAMBLED

WALL STREET WOLVES.

end the heavens and crush the unbelievers.

All these threats are taken in Zion to

scroll and flash-of-fire threat, the new rulers

Caught in Stock Slump of 1903.

An examination of Dowie's papers shows

All these shares were sold out at heavy

Dowie, it is said, still owes \$48,000 to his

houses, and that three of them went

New York brokers. It is declared that he opened accounts with four stock broker-

out of existence soon after he deposited margins for the protection of his deals.

It was agreed that a 20 per cent margin be kept good, and all differences were to

the London City and Midland Bank, London, and regulated by a man named Oofa

Asks for Prayers for Hubby.

In the prayer meeting yesterday Mrs.

Dowle asked for prayers for "my dear hus-

band." He had sinned, but it was the work

of an unclean spirit. It is said, however,

that she and her son stand firm in their re-

so Gladstone says, that his father imag-

ined he would get while in Jamaica. The son says that his father had a hallucination

that he was settling the Morocco trouble

for Germany and France, and that he was

to get \$10,000,000 in cash. Roosevelt was

Illinois Republicans Elect Officers.

At the annual meeting of the Illinois Re-

publican Association Wednesday evening at

and arrangements made for the annual ex-

Among those present were I. M. Kelley,

Ordered by the Commissioners.

include the following:

nue northwest.

Orders just issued by the Commissioners

That the west roadway of 14th street.

from Monroe street north about 900 feet, be

macadamized and granite block gutter laid,

at an estimated cost of \$500.

That catch basin be constructed in alley of square \$60, at an estimated cost of \$415.

That the following water mains be laid: Three hundred and twenty-five feet, more

or less, of 8-inch water main in the south side of South Carolina avenue between 14th and 15th streets southeast; 205 feet, more

or less, of 8-inch water main in the east side of 19th street north from Florida ave-

That the resignation of W. A. Greer, in-spector in the engineer department, be ac-cepted to take effect April 2, 1906.

That the tentative appointment, under date of April 2, 1906, of John J. Curran as inspector in the engineer department at

helping him, he thought.

of reply to the Moses-with-the-

In the message he sent he said he was a

STYLISH Easter Shoes

PUMPS, RIBBON TIES AND OXFORDS. Patents, Dulls, Suede, Tans and Canvas, \$3.00 & \$3.50. MONEY SAVED BY BUYING HERE

1114 F St. N. W.

READ AND YOU

Cincinnati; Prof. John M. Scudder, M. D., late of Cincinnati; Prof. Edwin M. Hale, M. D., of smann Medical College, Chicago, and scores

"Golden Medical Discovery" is the only sedicine put up for sale through druggists for ike purposes, that has any such professional ensement-worth more than any number of orlinary testimonials. Open publicity of its formula the bottle wrapper is the best possible guaranty Its merits. A glance at this published formula Il show that "Golden Medical Discovery" conmins no poisonous or harmful agents and no alcoically pure, triple-refined glycerine being of all stomach as well as bronchial, throat and covery" is a concentrated glyceric extract of pa-A booklet of extracts from eminent medical authorities, endorsing its ingredients mailed free on

WANTED.

Boys with bicycles can obtain employment in our

Messenger Department.

Apply to

Postal Telegraph Cable Co..

1345 Penna. Ave.



N., ran down and seriously injured an Italian named Nicholas De John near Corona, Long Island, last night. De John is in the

Railway Spanning the Isthmus of Tehauntepec.

TRIP TAKES ELEVEN HOURS

Preparing to Handle Immense Quantities of Freight.

TERMINAL FACILITIES

Harbors Being Constructed at Both Ends of the Line-Great En-

gineering Project.

BY WILLIAM E. CURTIS, Special Correspondent of The Star and Chicago ISTHMUS OF TEHUANTEPEC.

April 1, 1906. There is now a standard gauge railway with eighty-pound rails and a perfectly ballasted track extending across the Isthmus of Tehuantepec. The track is equal to any in the United States; the rolling stock is all American and most of the men in charge are citizens of the United States. Trains are running daily from ocean to ocean, a distance of 193 miles, in about eleven hours, with Pullman cars from the City of Mexico, in which meals are served from a buffet. The journey from the City of Mexico to Salina Cruz, the Pacific port, is now made in about thirty-six hours, and the time will shortly be reduced to thirty hours. Mr. Galbraith, the general man-

ager, said this morning.

"In July we shall be prepared to handle 100,000 tons of freight a month, and as our equipment is increased we can handle more. By adding to our rolling stock we can take care of 2,000,000 tons a year. At and construction material for the harbor works at either end of the line, but by July or August, when the ports are completed, our contracts with steamship lines to New York, New Orleans, San Francisco, Honolulu and elsewhere will be taking effect and we will inaugurate a traffic which, I believe will grow to large dimensions. There are great possibilities for local development also. The soil and the climate are capable of producing everything. Only industry and labor is needed. The people down here plant their corn with a stick SHORN OF \$1,200,000 BY THE

down here plant their corn with a stick without even plowing the ground, and even with that primitive method of farming the crops are large and profitable.

"This is intended to be a through route from the Atlantic ports of the United States and Europe to the Pacific ports of the United States and Asia in competition with the Panama railroad and canal when the latter is completed, and it will always have certain geographical advantages. We ex-While Apostle Dowie is speeding north on his way to Zion from the City of Mexico the wires are fairly hot with messages emanating from the repudiated prophet telling of the terrible fate he has in store for those certain geographical advantages. We ex-pect to do a very large business, and the preparations are made accordingly. Through in Zien who have rebelled against his au-Yesterday came the news straight from business, however, is impossible until the harbors and port works at Coatzaccalcos on the Gulf of Mexico and at Salina Cruz on the Pacific are completed so that ocean Dowie himself to one of his followers that he will enter Chicago dressed as Moses. Carrying a "scroll" made in New York for him at a cost of over \$2,000, he will step from the train at Zion City next week to punish his enemies and then to lead the faithful to the promised land—Mexico. It is said docks on both sides of the isthmus capable to the promised land-Mexico. It is said of handling any amount of freight that may be offered with the most modern that a miracle will be performed when the prophet arrives. A great flash of fire is to electrical machinery.

Topography of the Isthmus.

The 1sthmus of Tehuantepec is very much different in appearance from what I ex pected, and I presume the popular impres ean that Dowie hopes to scare his deractors into silence as to his past doings. sion of the topography is a mistaken one The Cordilleras, the great range of mountains which forms the backbone of the in Zion dug into Dowie's past again yester- hemisphere and extends from the Pacific day, and showed the miracle-maker up as a plain Wall street gambler, a lamb who coast, subsides considerably here, although not so much as on the Isthmus of Panama, and is divided by valleys, canyons and was shorn to the quick in the stock slump rocky ravines through which the railway has been built. By the railroad it is 193 miles between the oceans, and the lowest level, the Chivela pass, is 980 feet above the Gulf of Mexico. The Isthmus of Panthat he lost fully \$1,200,000 in Wall street ama is only forty-seven miles wide, and Culebra Hill, the highest elevation, is 357 in the 1903-04 slump. In February, March and April of that year he dealt in the folfeet above the gulf. At one place the Telowing stocks: Ontario and Western, 400 huantepec railway runs for fifteen miles through a canyon; it follows another for shares; Southern Pacific, 700 shares; Union Pacific, 2,000 shares; Missouri Pacific, 300 shares, United States Steel preferred 2,000 miles, and crosses the great divide through a short tunnel.

It was remarkably considerate on the part of nature to lower the mountain range here shares, Amalgamated Copper 2,000 shares. and at Panama, the narrowest places of the continent, and for years after the dis-covery of the Pacific this phenomenon deceived the explorers, who expected to find a passage by water.

Dream of Columbus.

Columbus was positive that one existed. and he sought for it in the most persistent, be settled every Saturday by telegraph drafts drawn on a special account opened for the purpose with one of the branches of determined and confident manner. One of the most pathetic pictures in all history is the venerable admiral, broken in health and in reputation, propped up by cushions upon the deck of his caravel, cruising along the coast of the Gulf of Mexico in search of the water passage to India which he had seen in his dreams and was convinced must be there. He entered every river, he coasted around every inlet and bay, and finally, when his supplies gave out and he was compelled to return to Spain, disgraced and humiliated, he still solve to pull the prophet down from his high station. If he doesn't come down peacefully there will be trouble. Among the stories from Mexico is one to insisted upon the accuracy of his theory, and would have undertaken another voyage to prove it if some one had furnished him a fleet. He died unconvinced. One of Among the sories from Mexico is one to the effect that Dowie is coming with \$10,-000,000 in cash and that he has asked President Roosevelt to give him an escort of federal troops. This is the same money. his last acts was the preparation of ar elaborate argument to prove that there was a waterway across the isthmus and that it was the shortest route to India from Spain.

All the early navigators had a similar opinion. Cortez believed in the theory of Columbus until his death, and in a letter to the great Emperor Charles V concerning the expedition sent by him under Alvarado

to Guatemala he says:
"I have received information as well as of the riches of that country as that in the opinion of my navigators there exists a strait leading from that bay into the opposite sea, which is the thing above all others in the world I am desirous of meeting with, on account of the immense utility which I the Riggs House several reports were read advantage of your imperial majesty.

and arrangements made for the annual excursion of the members of the association
to Marshall Hall. Miss Anna Hage and
Messrs. Alfred Lindstrom and John Burke
were elected to membership. The election
of officers to serve during the ensuing year
resulted as follows: President, R. Stone
Jackson; vice president, H. H. Martin;
second vice president, Mrs. Electa E.
Smith; secretary, L. C. Stockton; treasurer,
W. H. Richardson, and sergeant-at-arms,
Horatio Whitted, Isaac R. Hitt, Ir.; of Chicago, was elected chairman of the advisory
board.

Among those present were I. M. Kallen, This waterway, however, has never been found. The nearest approach to it is by the river and lakes of Nicaragua; the narthe two continents is on the Isthmus of Darien, where it is asserted that the Indians cross from one ocean to another in canoes with only a few miles of portage.

Various Schemes of Transit. The Isthmus of Tehuantepec, in a direct line, is only 125 miles wide; the lowest point is said to be 730 feet above tidewater, Among those present were L. M. Kelley, Theodore L. Deland, F. J. Young, J. B. Chase, E. B. Payne, L. B. Stine, J. O. Mc-Clellan, H. H. Jeter, J. P. O'Neill, J. B. Atkinson, W. M. Jones, W. M. Crain, A. T. Canisius, W. M. LaPorte, Mark Goode, L. E. Harriss, M. M. Knapp, J. L. Motyka, Guy Leonard, M. McNamara, Gus R. L. Dahlberg, L. Kukart and H. Whitted. and this depression occurs from heights of more than 5,000 feet in the state of Oaxaca on one side and the Chiapas on the other. A canal was proposed shortly after the Spanish authorities became convinced that a natural waterway did not exist, and several concessions have been granted from time to time during the last three centuries for that purpose to English, French and American citizens. Repeated surveys have been made and all sorts of schemes have been submitted, more or less practical, more or less fantastic. Some of them have contemplated a canal the entire distance. Others have been part canal and part ratiers have been part canal and part rallers have been part canal and part way, and Captain Eads of St. Louis, as you doubtless remember, spent years around the Capitol at Washington trying for a plan to carry ocean ships over the Isthmus of Tehuantepec upon railroad trucks-to lift them out of the sea on one side and launch them again on the other.

The government of Mexico finally settled down to the necessity of a railway and be-came convinced that it was the only practical transportation plan. Several concessions were granted to various people, but no construction work was actually done until 1882, when Delfino Sanchez, a Spanish promoter, who had already built a line from

Vera Cruz to the City of Mexico, organ-

ized a company and was given a subsidy of \$25,000 per kilometer for building several miles. He drew about \$750,000 from the public treasury, but did not make much progress, and finally the government, becoming weary of his prograstination, bought

he had completed the job. In 1888 Edward McMurdo of London undertook to rebuild the track Sanchez had laid, but he died before he had been able to do very much, and the government paid his widow a handsome bonus to cancel the contract. Then J. H. Hampson of Washington, D. C., E. L. Corthell of Chicago and Chandos S. Stanhope of London obtained a concession. They spent \$13,300,000, which had been borrowed by the Mexican government, and then quit with the work two-thirds done, Fifteen million dollars more was borrowed, and with that money Stanhope completed the with that money Stanhope completed the track, but it was unfit to use. It was scarcely possible to run a train over it, and there were no terminal facilities whatever at either end. Although something like \$50,000,000 altogether had been invested in terminal to the standard of the standard standard in terminal to the standard in trying to build a railroad 190 miles long, the results were not of the slightest consequence, and the isthmus need not have existed so far as any benefit to the government or the people was concerned.

Built by the Pearsons.

Finally a contract was entered into between the government and the firm of S. Pearson & Son of Liverpool to put things in practical shape. Sir Weetman Pearson, the head of the firm, is a member of the British parliament, and a man of universal reputation as an engineer and contractor, who has carried through successfully some of the greatest engineering enterprises ever undertaken. The firm has been particularly fortunate in its dealings with the Mexican government. It bored a tunnel through the mountains to drain the valley of Mexice and built a harbor at Vera Cruz, which I described the other day. Therefore, with entire confidence President Diaz entered into partnership with the firm of Pearson & Son to do a railway business. The working capital was fixed at \$7,000.000 to be working capital was fixed at \$7,000,000, to be furnished in equal shares by the two partners. Pearson & Son agreed to rebuild and equip the Tehuantepec railway at joint expense and operate it for a term of fifty-one years. During the first thirty-six years the government is to enjoy 65 per cent of the net earnings; during the next five years 68½ per cent; the next five years 72½ per cent and the last five years 76½ per cent, Pearson & Son receiving the balance.

Under this contract the track has been completely rebuilt and placed in the most perfect physical condition possible. All the bridges have been replaced with steel and solid masonry abutments, and a full equip-ment of locomotives and passenger and freight cars has been purchased, so that no other road in Mexico, or even in the United States, is in better condition for traffic.

Terminal Facilities.

At the same time the Mexican government entered into two other contracts with the firm of Pearson & Son to construct harbors, present, however, we haul only local freight | docks, warehouses and other terminal faclifties for handling any amount of freight at Coatzacoalcos, the northern end, and at Salina Cruz, the southern end of the rall-way. These two contracts, although made with the same firm, are separate and dis-tinct, and involve the heaviest engineering construction now going on anywhere on the American continent, with the exception of the Panama canal, and probably in the world. They represent an expenditure of about \$35,000,000 silver, paid from the public treasury of Mexico. Everything is new from the start and of the most complete, extensive and expensive character. I shall describe them more in detail in another letter. It is proper to say, however, in this connection, that no public work has ever been done more thoroughly anywhere on either side of the world, and no expense has been spared to secure the most complete and perfect facilities for handling freight

and passengers,

If the Tehuantepec line had been constructed twenty years ago it would doubtless have been an even more important influence upon the commerce of the American fluence upon the commerce of the American continent than it is destined to have in the future. It has been built for the purpose of competing with the Panama railroad, which now belongs to the United States government, and the facilities for handling large traffic are so much greater here than at Panama that the trend of commerce will be watched with interest. The Panama canal cannot be finished for fifteen or twenty years. In the meantime the projectors of the Tehuantepec railway expect to demonstrate its advantage and receive a satisfactory return from their investments. satisfactory return from their investments.

MEMORIAL MEETING PROGRAM.

Knights of Columbus Arranging for May 27-Flag Day Exercises.

At a recent meeting of the State Chapter of the Knights of Columbus of the District of Columbia it was decided that a memorial meeting be held the Sunday prior to Decoration day, May 27, which will be open to members of the order and their friends and relatives of deceased members. A committee of arrangements has been appointed, and it is expected that a fine program will be prepared. Addresses will be delivered by prominent members of the order and there will be musical features.

It is stated the local councils of the Knights of Columbus have agreed on a proposition to see to the decoration of the graves of deceased members on Decoration day. Committees have been appointed for the purpose, and it is the intention to make

this an annual feature. Another matter of particular interest that is being discussed has a patriotic end in view, and it has been practically decided that the Knights of Columbus hold a demonstration on Flag day. Patriotism, it is declared, is one of the dominating tenets in this order, especially in the ritual of the this order, especially in the ritual of the fourth and highest degree of the organiza-tion, the regalia of the latter being a pic-turesque embodiment of the stars and But the knights are determined to go further in spreading the highest ideals of love of country and of the starry banner, and to this end propose to the observance of Flag day with more than the ordinary significance and ceremony, While no definite arrangements have as yet been made, the exercises will in all probability be held on the grounds of the Catholic University of America. This move-

ment, it can be stated, will have the hearty approbation of the university authorities, who will lend all possible aid to make the demonstration a notable one. It is proposed to erect a tall flagstaff on a promon-tory of the university grounds, and from the head of this staff the stars and stripes will be unfurled. Those interesting themselves in the movement expect to arrange a program combining addresses by speakers of both national and local prominence, and in addition an immense choir of school children are to lend their voices to the singing of national airs. There will also be an aug-

Besides the prominent orators, distinguished clergy and laymen will be among the specially invited guests, and it is hoped to make the demonstration the most fruitful ever held under the auspices of the local knights.

At a meeting of the Capitol Heights Citi-

SUBURBAN INTERESTS.

Meeting of the Capitol Heights Citizens' Association.

ens' Association, held Thursday evening last, at the residence of Mr. George M. Jacobs, Capitol Heights, Md., a protest was ordered to be made to the Washington Rail-way and Electric Company against the car service and request made for improvement from 15th and H streets northeast to the District line, and also to have the company provide and install electric lights at the intersection of 61st and C streets northeast. The residents of Capitol Heights are a unit in the opinion that the service on this branch of the Columbia line is the poorest in the District, alleging that for only a few hours in the morning and evening the cars run on a twenty-minute schedule, and from 9 a.m. to 3:30 p.m. on a ferty-finute schedule. The object of the association is to get a fifteeen-minute schedule from 4 p.m. to p.m. A motion was made and adopted to ap

A motion was made and adopted to ap-point a committee of three to wait upon the road commissioners of Prince George coun-ty, in an effort to have Central avenue im-proved from the District line to 63d street. A motion was unanimously adopted to communicate with Representative Hefflin by letter conveying to him the hearty in-dorsement by each and every member of the Capitol Heights Citizens' Association of the Capitol Heights Citizens' Association of his earnest and praiseworthy efforts to secure for the people of the District of Columbia a law compelling the street roilway companies to inaugurate and put in operation the "jim crow" cars.

The committee on sidewalks reported that within about thirty days all arrangements will be made to commence work on the new sidewalk for 61st street from the Instrict boulevard to Central avenue.

The following new members were en-

MAXIM GORKY COMING PLANS OF PRINTERY CONDITIONS OF TRADE

ON WAY TO AMERICA.

worth considering in making purchases.

Great interest was aroused in Russian Unloading of Wagons-Cost of Bindrevolutionary circles in New York last night by cable dispatches that Maxim Gorky, the Russian revolutionist and novelist, had boarded the North German Lloyd liner Kaiser Wilhelm der Grosse at Cherbourg and was en route to New York. The dispatch further stated that Gorky was traveling under an assumed name in

agents, who have been dogging his footsteps since he left St. Petersburg. Gorky, it is said, is coming to this country to inaugurate an agitation among Russian refugees and friends of liberty in this country, to the end that the present government of the czar may be overthrown. The work he is about to begin will enlist the co-operation of a number of famous polit-

order to elude the Russian secret service

ical exiles in New York and Chicago. A Remarkable Career.

Maxim Gorky is the son of a poor Russian upholsterer, who died when the boy was five years old. He is thirty-six years old. His life has been varied and tempestuous. After trying many occupations Gorky sold beer for a while; then was hired by a lawyer, but tramped off to Tiflis where he worked in a railroad shop and published his first novel in a local paper. Later he wandered back to the Volga, and Nizhni-Novgorod lived by selling sketches to newspapers.

In this way he met the writer Vladimor Korolenko, one of the most brilliant men of Russian letters, and developed very rapadly under his guiding hand. He attracted no attention until he so suddenly sprang into prominence.

tention of Tolstol, and they became fast Gorky was three times arrested by the Russian government for alleged conspiracy and treason, but each time, owing to the great influence which was brought to bear,

The last arrest was on January 24, 1905, when he was decoyed to his home in Riga by a telegram from the police stating that his wife was ill and desired to see him. Upon his arrival he was arrested, charged with conspiracy, and was taken to Petro-pavlovsk fortress, near St. Petersburg, where he was incarcerated. After Gorky had served nearly a month in prison he was released, only to be rearrested upon leaving the fortress, but this time he was held only for a few days.

Officials of the immigration bureau said that they had not been notified of Gorky's impending arrival. They said also that unless soome appeal was made to them they saw no reason why he should be detained for any further examination than any other alien would be subjected to, namely whether he was morally and physicall he had money enough to prevent his be-coming a charge on the public, and whether or not he had been convicted of any crime involving moral turpitude. So far as could be seen from reference

to the exclusion law, there was only one section under which Gorky might be ex-cluded, namely, belonging to an association authorizing and teaching the use of force in the overthrow of constituted authority Gorky was, of course, arrested in Russia and charged with being a dangerous agitator. It was alleged that he belonged to the fighting wing of the revolutionaries, but whether this charge could be made to hold against him to the point of preventing his entry to this country is a question that could only be determined by an actual hear-

It was pointed out at the department that he does not come under the heading of a convicted felon, as in the case of Romaine Luriac, the member of the noterious Humbert family, who attempted to gain ad-mittance to this country after he had served his term in a French prison. It is not claimed either that the anarchist law which was invoked in the case of John Turner, the English labor agitator and anarchist, in the fall of 1904, would apply. The Kaiser Wilhelm der Grosse is arrive tomorrow, and the case of Mr. Gorky will be relegated to the ordinary immigration inspectors unless they feel it necessary to pass it up to the department in Wash-

Million-Dollar Hotel and Theater. A million dollar hotel and theater is to be built at the corner of 8th and Broad streets, on the site of the old Bljou property, in Richmond, Va., which changed hands Thursday. The promoters are said to be New York men, and it is believed the Shuerts are behind the movement. The ho tel is to be five stories above the theater, and the auditorium is to have a capacity for seating 5.000 people.

Decision in Hagerstown Almanac Case In a decision rendered by the court of In named Nicholas De John is in the deposits for inspection of H per diem, payable from the deposits for inspection of the deposits for inspection of the progress, and finally the government, belief and other philadelphia. Baltimore and Washington Railroad Company as services rendered, is hereby confirmed.

In the decision rendered the progress, and finally the government, belief to the state. Because his death.

In the decision rendered the progress, and finally the government, becoming weary of his procrastination, bought in out and paid him \$174,224 as Indemnity for the profits that he might have made if the profits that he might have made if the profits that he might have made if the profits are not profits and infringer. In the decision rendered the progress, and finally the government, becoming weary of his procrastination, bought in out and paid him \$174,224 as Indemnity for the profits that he might have made if the profits that he might have made if the profits that he might have made if the profits are not profits that he might have made if the profits are not profit to the profits that he might have made if the profits are not profit to the profits that he might have made if the profits are not profit to the profits are not profit tour profits are not profit to the profits are not profit to the pr

If more than ordinary skill in playing brings the honors of the

game to the winning player, so exceptional merit in a remedy ensures the commendation of the well informed, and as a rea-

sonable amount of outdoor life and recreation is conducive to

the health and strength, so does a perfect laxative tend to one's improvement in cases of constipation, biliousness, headaches,

etc. It is all important, however, in selecting a laxative, to

choose one of known quality and excellence, like the ever

pleasant Syrup of Figs, manufactured by the California Fig

Syrup Co., a laxative which sweetens and cleanses the system

effectually, when a laxative is needed, without any unpleasant after effects, as it acts naturally and gently on the internal

organs, simply assisting nature when nature needs assistance, without griping, irritating or debilitating the internal organs in

any way, as it contains nothing of an objectionable or injurious

nature. As the plants which are combined with the figs in

the manufacture of Syrup of Figs are known to physicians to

act most beneficially upon the system, the remedy has met

with their general approval as a family laxative, a fact well

It is because of the fact that SYRUP OF FIGS

is a remedy of known quality and excellence, and approved by physicians that has led to its use by so many millions of well informed people, who would not use any remedy of uncertain

quality or inferior reputation. Every family should have a

bottle of the genuine on hand at all times, to use when a laxative remedy is required. Please to remember that the

genuine Syrup of Figs is for sale in bottles of one size

only, by all reputable druggists, and that full name of the

company-California Fig Syrup Co., is plainly printed on

the front of every package. Regular price, 50c per bottle.

NOTED RUSSIAN REVOLUTIONIST A NEW RECEPTION ROOM FOR MINERS' TROUBLE HAS LITTLE BUSINESS VISITORS.

> ing-Falling Off in Amount of Copy.

In the plans for the reorganization of the government printing office, as outlined ex-A. Stillings, the public printer, has set starts many contemplated building operaaside the large office room which fronts on | tions. both North Capitol and G streets as a re- "Were it not for a few labor controver ception room. This apartment was formerly occupied as an office by Public Printer Palmer, but Mr. Stillings has selected a smaller apartment on the same floor as his workroom and will use the former "front office" for the reception of senators, representatives and others who may call at the big printery on business.

The reception room is undergoing a course of beautification, and will, when completed, it is said, be one of the prettiest official apartments in this city. Mr. Stillings has been presented with a number of large palms, ferns, azaleas and tropical growths, which have been placed about the reception room. On the walls will be placed paintings representing "The Making of the Book" and portraits of former public printers, besides other decorations.

In the rotunda and main approaches on the second floor of the office there is also a display of palms and other tropical plants, and a new registry desk, chairs and set-tees have been placed in the visitors' lobby, A matter of some moment to the governlings will take up with the several govern-ment departments is the unloading of the government printing office wagons. Heretofore in many instances the wagon men from the printery have been compelled not only to unload the vehicles, but to convey the mass of printed matter up several flights of stairs to the publication division of the departments. The public printer contends that when the printed matter is delivered at the several departments and is placed under cover of the first floor the duties of the printing office employes are at an end, and if it becomes necessary to carry the product to other floors he will make a charge for porterage against the department making such requirement.

Efforts to Reduce Printing.

Joint resolution No. 14, which recently passed both houses of Congress and was approved by the President, gives authority to the heads of the various departments and bureaus to print only such number of regularly authorized publications as they think will be required, and to order reprints of the same as required until the maximum allowed by law has been reached. It has been the practice to print the full number authorized by law, regardless of the probable demand, the statutes being considered mandatory in that regard.

This resolution will greatly lessen the binding at the government printing office, it is said, and will enable the heads of the printing divisions of the government service to utilize the amount saved in getting out much printing that is now shelved owing to the large printing bill. The composition account will not be reduced by the operation of this resolution, and it is believed that pressmen will have about as much the time required in the "make-" equaling that saved in the shorter

It is said at the big printery that the falling off in the amount of copy is very noticeable, there being only sufficient work to keep the various d visions moving. Considerable distribution of little-used type is being done by the printers—work that is usually postponed until the dull days of the summer. Even the machine divisions are not rushed, it being a matter of some concern to keep the employes profitably em-

ployed.
William G. Dunne, a pressman in the Gazette press room and one of the eldest em-ployes in point of service, is reported to be Jesse M. Clark of the fifth division ma chine force is recovering from a recent op-

Boardman Thousands in Legacies. Legacies amounting to about \$900,000 were

made public when the will of the late Mrs.

Lucy C. Boardman, widow of Judge W. W. Boardman, was offered for probate at New Haven, Conn., yesterday afternoon. During her widowhood Mrs. Boardman gave away three-quarters of a million dollars to public and charitable institutions, while her private benefactions were exceedingly generous. After bequests amounting to \$120,000 to relatives and friends she gave \$175,000 to appeals at Annapolis, Md., yesterday, the opinion being delivered by Judge Briscoe, the right of the Gruber Almanack Company to the exclusive right to issue the famous "Gruber's Hagerstown Almanack" was upheld against Otho Swingley, alleged to be an infringer. In the decision rendered the court of appeals reverses the lower court and orders the infunction which was Issued

EFFECT ON BUSINESS.

R. G. Dunn & Co.'s weekly review of trade for the week says: "Opening of spring trade is not perceptibly

retarded by the partial interruption of coal mining, except in the immediate vicinity of anthracite mines. High temperature not only broadens the demand for seasonable merchandise, but stimulates agricultural clusively in The Star yesterday, Mr. Charles operations, reopens northern navigation and

less. But some manufacturing plants will be compelled to suspend if the fuel supply is cut off, and structural work is interrupted by demands for higher wages in cer-

tain localities. "That the year 1906 started out to eclips all records is evident by bank exchanges 18 per cent larger than in the first quarter of the previous prosperous year, while liabilities of commercial failures averaged only 81 cents to each \$1,000 of solvent payments through the clearing houses, which is the lowest commercial death rate for the first

three months of any year.
"The average loss, if distributed through all the firms in business, was only \$24.86 to each concern; not a serious burden to be borne by the mercantile world

"Railway earnings in March were 6.9 per cent larger than last year, and foreign cor merce at New York for the last week showed gains of \$1,139,369 in imports and \$837,959 in ing week in 1905.

"Progress in the Iron and steel industry has not suffered as yet from the partial suspension of coal mining, and new business comes forward each week in great volume Latest developments are most pronounced in the structural steel division. Nex. 'n order in new business is the tonnage of the larails that is rapidly closing order books up to the end of the year. Further strength appeared in the hide market. Failures this week numbered 197, as against 232 last year, and 18 in Canada, as against 28 last

Bradstreet's Weekly Review. Bradstreet's summary of the state of trade says:

"Real spring weather, which has stimulated retail trade, except in a few sections still affected by heavy rains and bad country roads; an excellent-in fact, almost ideal-winter wheat: more animation in the iron industry; continued activity in nearly all lines of inquiry; heavy railway earnings; increased bank clearings, and the surpris ingly little adverse effect of the coal miners' partial shut-down are the significant features presenting themselves this week.

"The rush of spring jobbing is now about ready evoked some reorder of business, and for fall delivery present themselves. All kinds of light summer-wear goods are active and strong in price. Dry goods, millinery, shoes, clothing and farm implements are marked features at retail, while in whole paints, glass and other materials bear wit ness to the present record rate of building.
"Business failures in the United States for the week ended April 5 number 151, against 170 in the like week of 1905. In Canada

failures were 17, as against 28 a year ago The Knoxville (Tenn.) presbytery Southern Presbyterian Church, in session there yesterday, adopted a resolution favor-

ing church union.

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